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1. A letter written on 29 May 1954 by Colonel Watzdorf, chief of Department IX (transportation) of the KVP section of the Ministry of the Interior indicated that spur tracks to the concrete works at Strausberg and to the KVP installation at Strausberg were to be built for the KVP.¹
2. The costs for repair work on the two KVP railroad connections at Weisswasser in the amount of 10,996-DM were scheduled to be defrayed by the Ministry of the Interior.²
3. Effective 2 July 1954, the railroad line to Poland via Kuestrin-Kietz was scheduled to be operated double-track. Line construction work required for this purpose was started prior to 25 June.³
4. The new Strausberg railroad line from the elevated train station to Strausberg/Nord was opened on 25 June 1954 by Deputy Railroad Minister Kramer. The single-track line, which is 8.7 km long, will be exclusively used by the KVP. The rails required for this construction project were delivered by the USSR. The new line terminates on Wriezener Chaussee, between the district hospital and the airfield.¹
5. Orders have been given for the reconstruction of the single-track Wriezen-Neuruednitz secondary railroad line. On Polish administered territory, the line will continue in the direction of Stargard. The line is to be designed for a maximum speed of 50 km per hour. Provisions have been made for the erection of a border and customs station between Neuruednitz and the Oder River. The railroad bridge over the Oder River near Neuruednitz is scheduled to be completed in October 1954.⁴
6. On 26 June, the Strausberg/Reichsbahn-Strausberg/Nord railroad line was opened to traffic. For the time being, only one shuttle train pulled by steam locomotives will operate on the line, which is scheduled to be electrified at a later date.¹
7. The 1955 railroad construction program was expected to be reduced drastically. Within the area of RED Berlin, only work on the northern section of the Berlin Outer Freight Ring between Birkenwerder and Lustermark was considered urgent. Work on the Cordring Berlin was

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scheduled to be completed in 1955; the important point of crossing at Wustermark will not be built in that year. The same applies to the Wildpark - Michendorf line section. Additional construction work to be done on the Nordring Berlin includes a connecting curve to Wustermark East, another to the Wustermark marshaling yard, and a single-track link between Brieselang and Priort. A large portion of the "Nordring Berlin" will remain single-track, but adequate crossing points will be built. Crossing points are available at Hohenneuendorf/West, Hennigsdorf/Nord, Schoenwalde, and Falkenhagen. Connecting curves will enable trains coming from Wustermark to go toward Velten and Hennigsdorf, and trains coming from Birkenwerder to go toward Velten. An important curve enabling trains coming from Birkenwerder to go toward Hennigsdorf was scheduled to be built. Earthwork for all connecting curves required for the Nordring Berlin was scheduled to be completed by late 1954. Railroad experts thought it impossible that the permanent way required for these curves could be completed in 1954 because of a shortage of rails and ties.⁵

8. The designs for the construction of a second track between Karow and Wuhlheide and for the straightening of this line were scheduled to be completed by 10 August 1954. From this fact it may be inferred that the construction project will again be included in the 1955 railroad investment plan from which it had previously been eliminated.⁶

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9. A second platform serving commuter traffic is scheduled to be built at the Hennigsdorf railroad station in 1954. This new platform is to be built by the side of the platform for elevated train traffic and will have a length of 130 meters. Track No 7, previously a passing siding used by freight trains, will be dismantled, and siding No 8 will be used as a passing siding instead. The new platform will be used by elevated trains operating between Velten and Hennigsdorf and by steam trains coming from or proceeding to the Nordring Berlin. Trains bound for the Western Sectors of Berlin will not be handled at Hennigsdorf.
10. The Halle-Magdeburg railroad line is scheduled to be double-tracked in 1955.⁷
11. In mid-June 1954, the Halle - Koethen line section was operated double-track except for a short section near Stumsdorf. Work on the double-tracking of the Koethen - Dessau railroad line was making good progress. Rails on this line are scheduled to be secured to the ties by Federnagel (dog spikes of spring steel?). Work on the double-tracking of the Leipzig-Grosskorbetha line has been started. In early June, masts required for the electrification of the Halle-Koethen line were being set up.⁸
12. On 18 June 1954, work was under way on the construction of a second track from Falkenberg railroad station to Elsterwerda. In mid-June, the signal construction department of the Falkenberg railroad station was ordered to construct a special telephone line to be used for the so-called dispatcher service.⁹

1. Comment. High level KVP headquarters and agencies are scheduled to move to the Strausberg area. The possible construction of a railroad connection to this KVP installation is known. Colonel Watendorf (fnu) is chief of the IXth Department (Transportation) of the KVP section of the Ministry of the Interior.
2. Comment. This information is received for the first time. The Meisswasser troop training grounds is used by the KVP.
3. Comment. The double-tracking of this line may have been ordered with a view to ease the strain on the Frankfurt/Oder railroad station. It is

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unknown whether the second track of the Auestrin - Kreuz - Schneidemuhl -
Konitz - Sanzig railroad line was dismantled at the end of the war. In
late 1953, the Schneidemuhl - Konitz section of this line was operated
single-track. [redacted]

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4. [redacted] Comment. Work on the reconstruction of the railroad bridge over
the Oder River near Neuruednitz was started in May 1953. [redacted]
[redacted] It may be expected that the Wriezen - Neuruednitz
railroad line will be reopened after completion of this bridge. 25X1

5. [redacted] Comment. The shortage of money and materials leads to a continuous
modification of construction plans in the GDR. [redacted] 25X1
This situation will also delay the planned double-tracking of the Berlin
Outer Freight Ring which was scheduled to be completed by the end of
1954. [redacted] 25X1

6. [redacted] Comment. The Karow - Wuhlheid section is part of the northern
section of the Berlin Outer Freight Ring, the double-tracking of which
was scheduled to be completed in 1954. The completion of this project
was postponed to 1955. [redacted] 25X1

7. [redacted] Comment. The double-tracking of the Halle - Magdeburg railroad
line has been planned for a long time. 25X1

8. [redacted] Comment. Heavy traffic in the area of RBD Halle requires an
acceleration of the double-tracking of lines in this area. 25X1

9. [redacted] Comment. The so-called "dispatcher system", a Soviet procedure
designed to increase the productivity of state-owned enterprises, was
tentatively adopted by the East German Railroads in June 1954. 25X1

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